



Future Land Use and Zoning Recommendations

The Future Land Use and Zoning component of the recommendations focus primarily on the activity nodes. The recommendations call for an increase in mixed use, both vertically and horizontally, while preserving and protecting existing single-family neighborhoods from commercial and multifamily encroachment. The zoning recommendations would concentrate activity into walkable cores, rather than dispersed auto-oriented strip shopping centers. Residential options within the study area are increased through the provision of areas for future town homes, small lot single-family, and multi-family housing within close proximity to new businesses and parks.

The MLK Jr. Drive Corridor Transportation Study recommendations foster redevelopment that will create an attractive investment environment as well as a highly “livable” environment. High quality architectural materials and building styles, inviting public gathering spaces, and convenient access to a broad range of consumer services characterize such livable environments. The future land use and zoning recommendations for the activity nodes proposes a diverse mix of uses in close proximity to services, employment and recreation that brings consumers, employees and user groups to livable environments.

In addition to development projects identified in the study, public improvements associated with the concepts and the relationship of future land uses proposed, specific development goals and policies are promoted with the Quality of Life zoning districts (MR, MRC, and LW). These districts require pedestrian-friendly streetscapes and building form. These form the foundation of Future Land Use and Zoning strategies recommended in this portion of the MLK Jr. Drive Corridor Transportation Study.

Summary of Recommended Strategies

The following sub-sections will outline Future Land Use and Zoning recommendations organized by segments (Segments 1A, 1B, 1C, 2 and 3) along with maps.

Segment 1A Overview (Fulton Industrial Boulevard to Interstate 285)

Future Land Use (see Figure 3-28)

- 1) Change from Low Density Commercial to Mixed-Use

Zoning (see Figure 3-29)

- 2) Change from Commercial (C1 and C1C) to Mixed Residential Commercial (MRC1)
- 3) Change from Commercial (C1) to Mixed Residential Commercial (MRC1)

Segment 1B Overview (Interstate 285 to H.E. Holmes Drive)

Future Land Use (see Figure 3-30)

- 4) Change from Medium Density Residential to Mixed-Use
- 5) Change from Low Density Commercial to Mixed-Use
- 6) Change from Industrial to Mixed-Use

Martin Luther King, Jr. Drive Corridor Transportation Study

Final Report



- 7) Change from High Density Commercial to Mixed-Use
- 8) Change from Low Density Commercial to Mixed-Use

Zoning (see Figure 3-31)

- 9) Change from Residential (RG 3) to Mixed Residential Commercial (MR 3)
- 10) Change from Commercial (C1, C1 C and C2 C) to Mixed Residential Commercial (MRC 1)
- 11) Change from Residential (RG 3) to Mixed Residential (MR 3)
- 12) Change from Industrial (I1 and I2) to Live Work (LW)
- 13) Change from Commercial (C1 and C1 C) to Mixed Residential Commercial (MRC 1)
- 14) Change from Commercial (C1 C, C2 and C3) to Mixed Residential Commercial (MRC 2)
- 15) Change from Residential (RG 3) to Mixed Residential (MR 3)

Segment 1C Overview (H.E. Holmes Drive to West Lake Avenue)

Future Land Use (see Figure 3-32)

- 16) Change from Single Family Residential (SFR) to Mixed-Use (MU)
- 17) Change from Low Density Commercial (LDC) to Mixed-Use (MU)
- 18) Change from Low Density Commercial (LDC) to Mixed-Use (MU)

Zoning (see Figure 3-33)

- 19) Change from Commercial (C2) to Mixed Residential Commercial (MRC 2)
- 20) Change from Commercial (C1 and C1 C) to Mixed Residential Commercial (MRC 1)
- 21) Change from Residential (RG 3) to Mixed Residential (MR 3)
- 22) Change from Residential (R4) to Mixed Residential Commercial (MRC 1)
- 23) Change from Commercial (C1) to Mixed Residential Commercial (MRC 1)
- 24) Change from Residential (R4) to Mixed Residential Commercial (MRC 1)

Segment 2 Overview (West Lake Avenue to Lowery Boulevard)

Future Land Use (see Figure 3-34)

- 26) Change from Low Density Commercial (LDC) to Mixed-Use (MU)
- 26) Change from Low Density Residential (LDR) to Open Space (OS)

Zoning (see Figure 3-35)

- 27) Change from Commercial (C1) to Mixed Residential Commercial (MRC 1)

Segment 3 Overview (Lowery Boulevard to Northside Drive)

Future Land Use and Zoning (see Figure 3-36)

- 28) No changes, maintain current Special Public Interest (SPI) Zoning
 - No Land Use changes and recommendations at Activity Nodes
 - No Zoning changes and recommendations at Activity Nodes
 - Maintain consistency with Historic Westside Village Plan

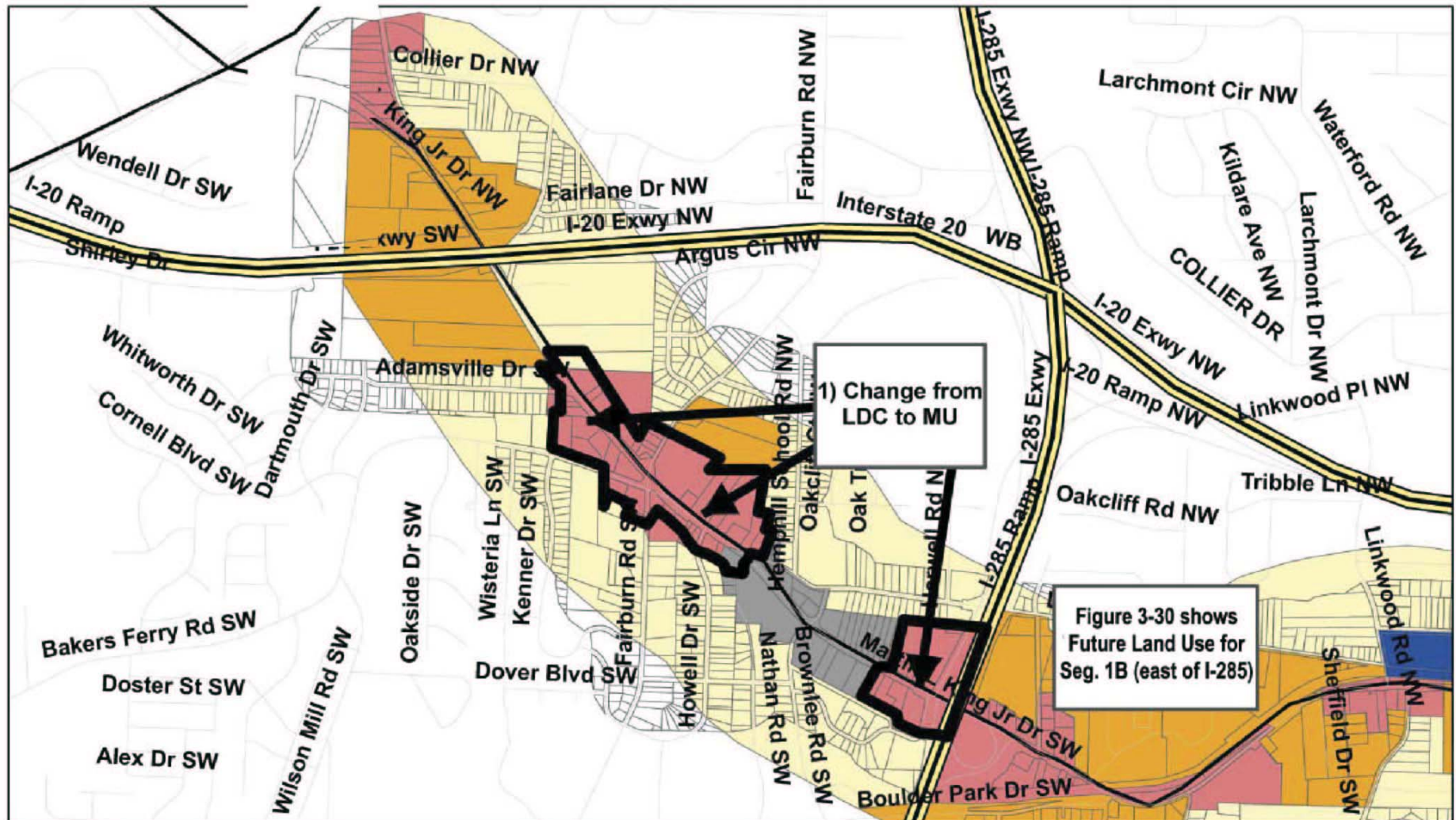


Figure 3-28: Segment 1A - Proposed Future Land Use

- | | |
|--|---|
| High Density Commercial (HDC) | Medium Density Residential (MDR) |
| High Density Residential (HDR) | Mixed-Use (M-U) |
| Industrial (I) | Office-Institutional (O-I) |
| Low Density Commercial (LDC) | Open Space (OS) |
| Low Density Residential (LDR) | Single Family Residential (SFR) |

0 0.4 Miles



Martin Luther King, Jr. Drive Corridor Transportation Study

Final Report



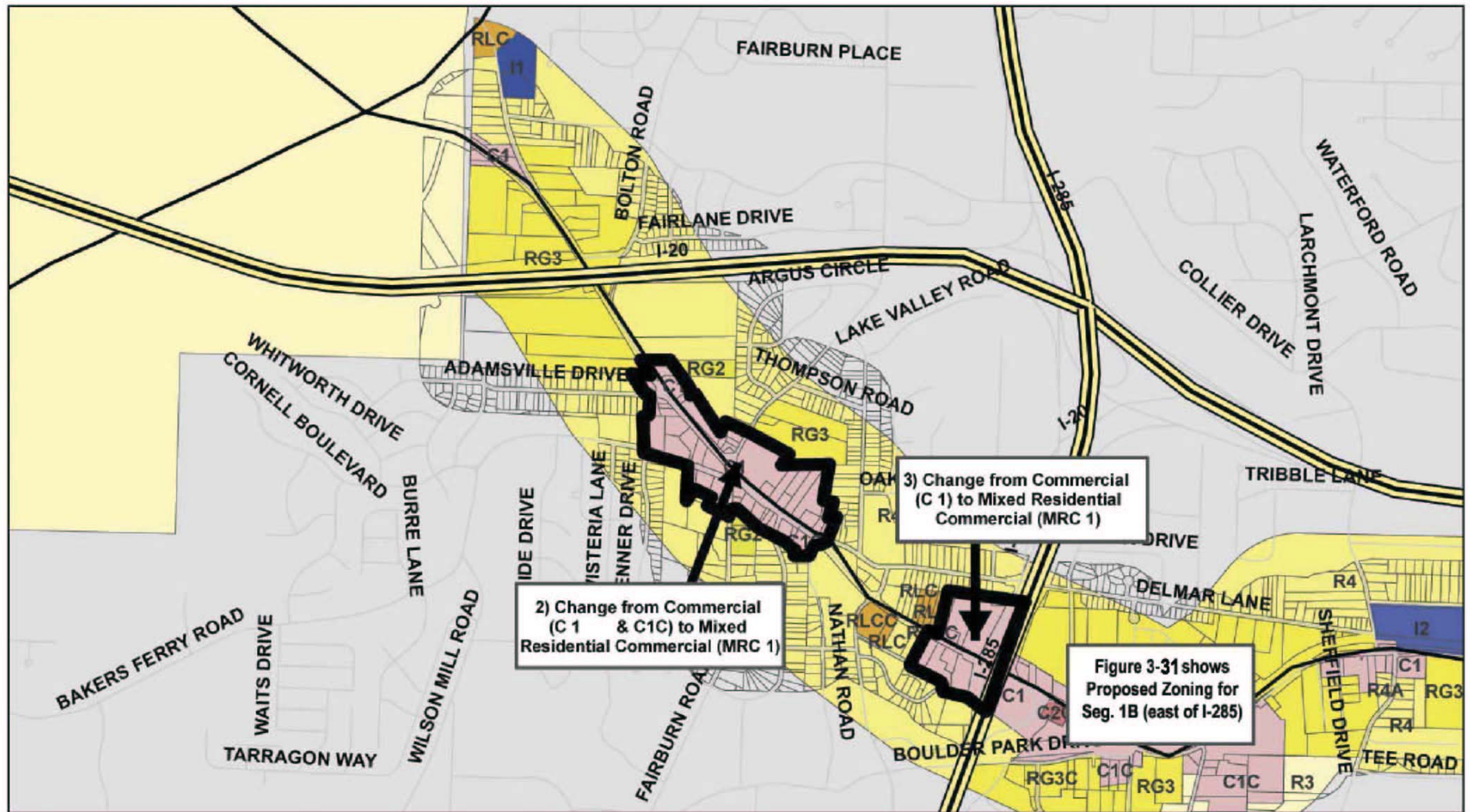


Figure 3-29: Segment 1A - Proposed Zoning



Martin Luther King, Jr. Drive Corridor Transportation Study

Final Report

